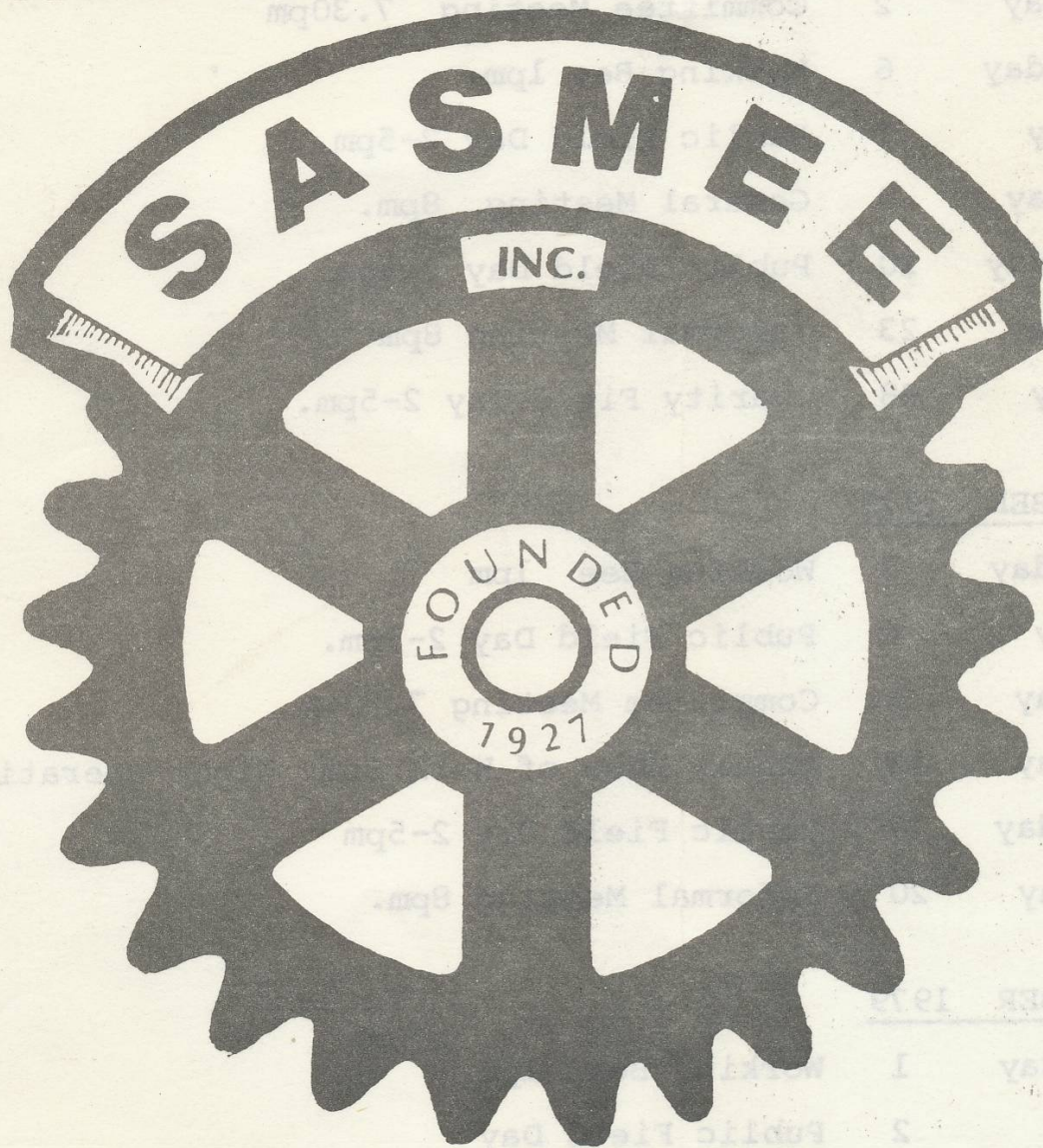


SASMEE BULLETIN

SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS
THE OFFICIAL JOURNAL
OF

THE SOUTH AUSTRALIAN SOCIETY OF
MODEL AND EXPERIMENTAL ENGINEERS



SEPT - NOV 79

What's On At SASMEE

SEPTEMBER 1979

Saturday	1	Working Bee - 1pm.
Sunday	2	Public Field Day - 2-5pm.
Tuesday	4	Committee Meeting 7.30pm.
Tuesday	11	General Meeting 8pm. Speaker - Mr. Arnold Stead.
Saturday	15	Public Field Day 2-5pm
Tuesday	25	Informal Meeting 8pm.

OCTOBER 1979

Tuesday	2	Committee Meeting 7.30pm
Saturday	6	Working Bee 1pm.
Sunday	7	Public Field Day 2-5pm.
Tuesday	9	General Meeting 8pm.
Saturday	20	Public Field Day 2-5pm.
Tuesday	23	Informal Meeting 8pm
Sunday	28	Charity Field Day 2-5pm.

NOVEMBER 1979

Saturday	3	Working Bee 1pm
Sunday	4	Public Field Day 2-5pm.
Tuesday	6	Committee Meeting 7.30pm.
Tuesday	13	Annual Show of Work 8pm. Night operations
Saturday	17	Public Field Day 2-5pm
Tuesday	20	Informal Meeting 8pm.

DECEMBER 1979

Saturday	1	Working Bee 1pm
Sunday	2	Public Field Day
Tuesday	4	Committee Meeting 7.30pm.
Sunday	9	Christmas Bar-B-Q. All day Play Plus SANTA.



PRESIDENT'S COMMENTS

After a period of absence caused by illness and the shock of returning to work after extended leave I was pleased to see the progress made over the past months on the various Club activities.

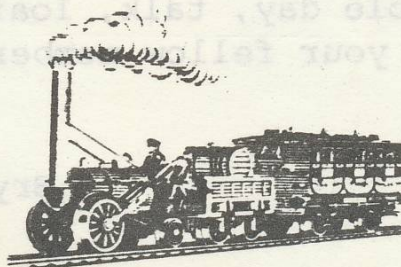
The Bridge work for the 7½ and 5" ground level track is nearly completed and is a joy to behold. A final decision on the setting up of a workshop in the present riding truck shed will see a workshop with Lathe, Drill, grinder etc., all under one roof. A small extension to the existing shed will be constructed to house the riding trucks.

A proposal to have an exhibition of our work, models, activities etc., in 1981 has been accepted and a steering Committee appointed. This date early in that year will allow us to complete our present Club projects and also allow some time on our own Model Engineering projects.

This display will allow some of the younger members to see models that have been locked away in cupboards and shelves out of sight for years.

The past elections saw a change in composition of the Committee of the Society and I thank all retiring members and welcome the new members for their interest in the Society. As I find my health is affecting my attendance, as well as pressure of work requiring my week-ends to be devoted to other than my hobbies, I feel it is only fair that I do not stand for election to any office next year.

Paul Griscti



From the SECRETARY'S Pen

In the last three years we have seen this magazine change in style. In that time I have begun to wonder if anyone reads it. At times there have been printed fairly strong words, and the content of the articles has varied considerably. Despite this there has been almost a total lack of comment. Have we achieved the impossible and provided a literary wonder that satisfies all tastes and offends no one. I doubt it. How about sending your comments to the Editor and he might even print some. If you send him a nice article, he will almost certainly print that.

Until you have been editor yourself, you probably don't know how disheartening it can be to get no response to your efforts.

On another subject that requires your feedback, Wally Brownlow has been appointed to head an investigation into the project of establishing a Club workshop. Please rush your submissions to him.

CHARITY DAY

Don't forget October 28th. This Sunday a Charity Field day will be held for the Association for Better Hearing in conjunction with the Stirling Lions Club. Give your support by bringing down your models to operate on this day.

CHRISTMAS PARTY

On Sunday, December 9th we will be having our usual party for our Children and ourselves. Once again there will be a folder on the Presidential table for you to fill in. This is vital to ensure an adequate supply of goodies - we don't want any Children missing out. Come for the whole day, talk, loaf, play Trains, boats and get to know your fellow members and their families.

Bryan Homann

Editorial

One down, many more to go ? That was the feeling after completing the June-August issue of the "Bulletin".

At this stage I can plead inexperience and naivety and with my abhorrence to literature, letter writing etc., I still wonder as to how I ended up getting this job.

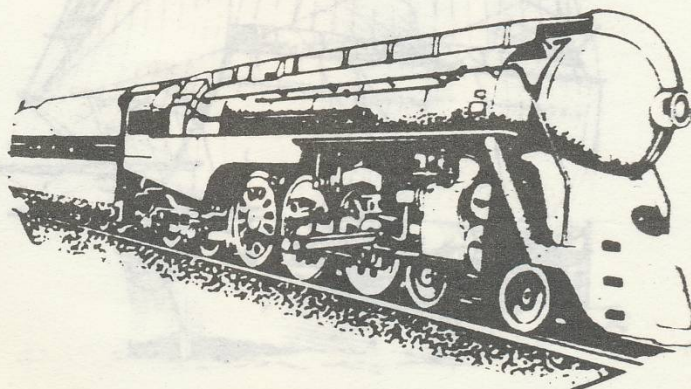
Well its the challenge, remembering the excellence previously achieved by Bryan and Mary Homann with the Bulletin. I do trust that I will be able to maintain this standard at the same time record on paper items that you as members enjoy reading.

I am a "Model Engineer" because I enjoy being one, over the years I have enjoyed my association with SASMEE.

SASMEE has given me much, I hope I can return some of this goodwill and comradeship especially through the pages of this Bulletin.

Even at this stage my responsibilities related to the Bulletin have increased my personal relationships with members and indeed this contact has been rewarding, and in today's environment communication between people is regarded as the base to good human relationships, so I trust the Bulletin will result in better and more purposeful communication between all members. If this can be achieved I can say "I have done a good job".

Peter Denholm.



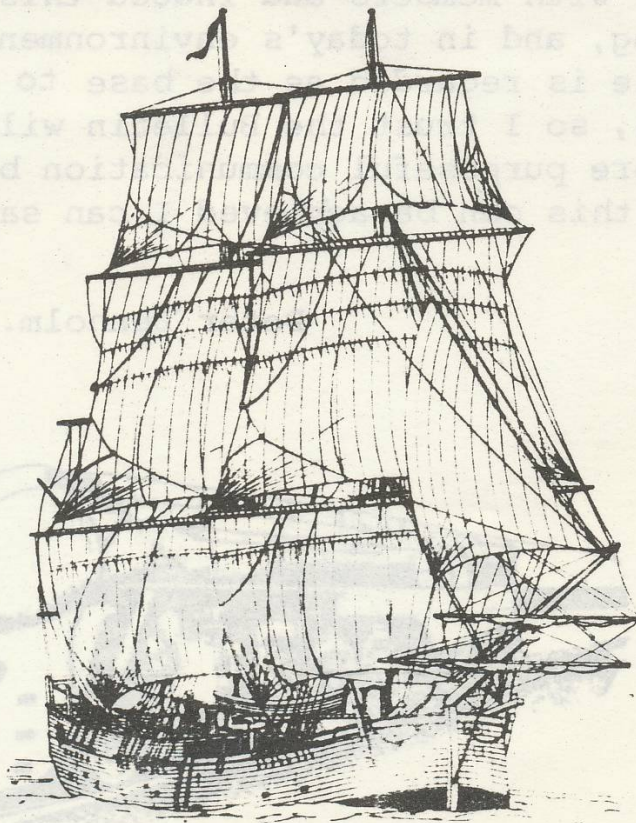
THE SICK LIST

It is pleasing to report that Charlie Manning is progressing well after his heart attack. His troubles have further been compounded with a blood clot on his lung. Charlie tells me he may be back at the wheel of the family car soon, so that's good news. Charlie would welcome any visitors to his home, just ring to make sure they will be home.

Regrettably the inclement Adelaide weather has laid low Keith Besley. Keith is having kidney trouble and a recent virus has caused some lung problems. Keith is restricted to indoors and has reported to being not very bright and far from well. Keith would welcome any visitors.

No doubt we wish Charlie and Keith a speedy recovery. Both have been missed at SASMEE on the Pond and Track.

Also it is pleasing to note that Wally Brownlow's wife Nina is on the road to better health.



A PERSONAL PROFILE

CLARRIE BURDEN

Clarrie Burden left school at the age of 14 to become a jack of all trades. From the Woodville High School he joined a firm as a messenger gaining ultimate status as a Clerk.

By 1928 Clarrie was having Asthma problems so he tossed it all in, off on his motor cycle to sunny Queensland. After a short period of touring it was back to Adelaide and then the great depression. For 4 years Clarrie like many others found employment unobtainable. In 1933 employment with a motor company doing body repair work was found and Clarrie remained in this field till the outbreak of War in 1939. Unable to join the Forces, due to his asthmatic condition, Clarrie was placed on "War Work" with a lathe at the Glass works at Kilkenny, there he remained till the end of the war. Now an accomplished craftsman, Clarrie set up at home an engineering enterprise. First order was from McPhersons for 60 bench drills, followed by an order for an additional 190, then 50 lathes. Before long Clarrie had 4 to 5 chaps on sub contract work, turning out a lathe per week. By 1962 business was easing off so Clarrie eased off too.

As a new member of S.A.S.M.E.E. in 1963, Clarrie heard from Owen Thomas about a job vacancy at the S.A.I.T. Clarrie, through Owen obtained the position doing general engineering work with the Civil Engineering Dept. till his retirement in 1969.

In 1965, Clarrie became the S.A.S.M.E.E. Secretary, remaining in this position for 12 years and 4 months. Over the years, Clarrie has built a 5" gauge Britannia, 5" gauge Stirling Single and 5" Crampton, as well around his home is 300 ft. of continuous 5" track with turntable.

Clarrie's grandson, Peter Gore, is serving his apprenticeship as a fitter and turner. Peter is a very keen S.A.S.M.E.E. member, who no doubt, will continue in the Clarrie Burdon tradition.

A PERSONAL PROFILE

HORRIE GUIGNION

Horrie Guignon would have to rank amongst the most likeable and liveliest members of SASMEE, and no doubt his colourful past at SASMEE earned him Honorary Life Membership.

His working life commenced with a Land Agent during 1915, the firm being located adjacent to that of Vic Messers in Grenfell Street. During lunch breaks Vic and Horrie would meet, thus cementing a great lasting friendship.

In 1917 Horrie became apprenticed as a fitter and turner to Duncan Fraser; in true Guignon fashion he states the place burnt down 14 days after he left?

As a skilled tradesman Horrie went to Holden's at Woodville in 1923, there being involved in the installation and maintenance of the No.5 Mill. Yes, in those days vehicle bodies were formed in wood. A saw Horrie maintained had a 12ft. dia blade.

1926 brought Horrie into the world of Piano manufacturing with Furness Ltd., on South Road. One of the many varied tasks was that of looking after the Kilns boilers, here he obtained his Boilers Certificate. Then came the depression and work was on and off.

After the depression Furness became involved in the manufacture of Radio cabinets, but this activity did not last long. In 1932 Horrie was offered a position with Coldstream, previously Refrigeration Pty.Ltd., and there he remained until 1936.

Then in 1936 Horrie joined the SAR, at the Islington Workshops, there becoming a Sub Foreman. In 1954 he was appointed Chief Engineer for the Alaska Ice Cream Co., a job which Horrie really enjoyed, but in 1957 when the Company sold out to another Horrie and his wife purchased the Birdwood Hotel. 12 hard years were spent by Horrie and his wife at Birdwood.

HORRIE CONT.

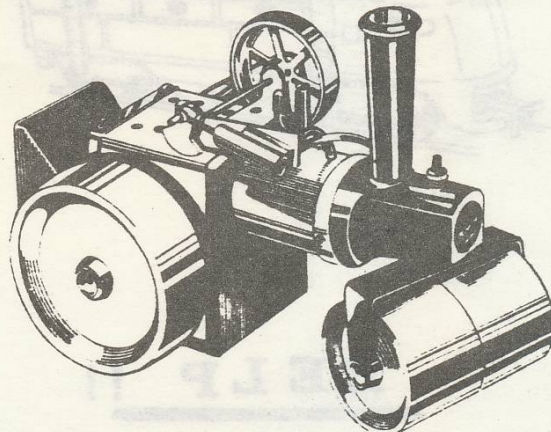
It is easily reasoned that Horrie and the Birdwood Museum people formed a close association. I am lead to believe from others that Horrie made a significant contribution to the Museum. Horrie and his wife retired some years back and needless to say, many happy hours are daily spent in the workshop.

For 26 years Horrie was a drummer in a dance band, an activity greatly enjoyed.

Horrie commenced building a 2½" pacific and a water-cooled gas engine. Taking pride of place in his workshop is the near completed frame and motion of a 5" Britannia.

Horrie was a foundation member and a President of SASMEE for 3 consecutive years.

It has been a true experience talking and meeting Horrie. His tales relating to past years are absorbing, and the achievements, especially the production during those early years of SASMEE so many patterns, castings and ultimately machines is really amazing.



FROM THE M.E.

Interested in building an ME Spray Gun? Just the thing for spraying down the Loco after a run.

The Gun is featured in Articles by Duplex in ME. Vol 104, 1951.

Also in the same Vol 104, I found an article on the construction of a Propeller Testing Tank. Quite an interesting article and a must for the keen boat chaps.

Welcome

New Members of the Society,

It is now some considerable time since we welcomed New Members through the pages of the Bulletin.

A very special welcome to the following members.

Mr. Stuart Baker

Prof. R.A. Symon

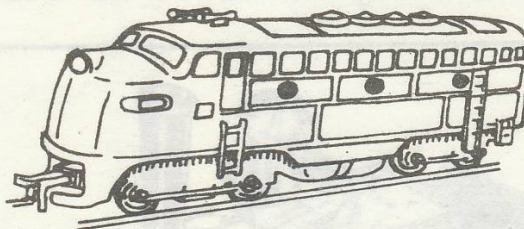
John Daly as a Student member

Gavin Thurm as a Student member

Mr. John Gordon

Mr. James Gold

Mrs. Mary Homann, Mrs. Jean Clark, Mrs. Nina Brownlow
and Mrs. Robin Giesecke as Family Members.



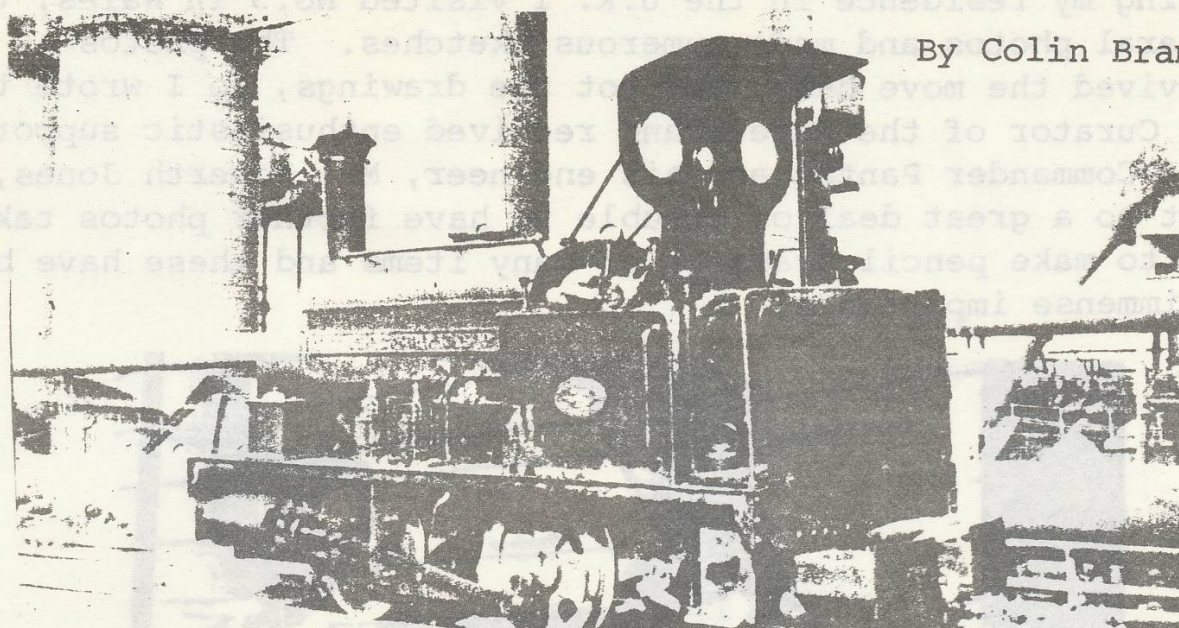
HELP !!

Our vertical boiler continues to consume copious quantities of burnable materials. To ensure a continued bunker full of wood plus sufficient steam to run our fine collection of stationary engines all members are urged to be vigilant as to sources of burnable materials, principally wood.

Any available source of wood would be appreciated, further, if you can't bring it along, we will collect it from you.

STORY OF A STEAMER - or I'm not crazy, but will be when finish.

By Colin Bramford



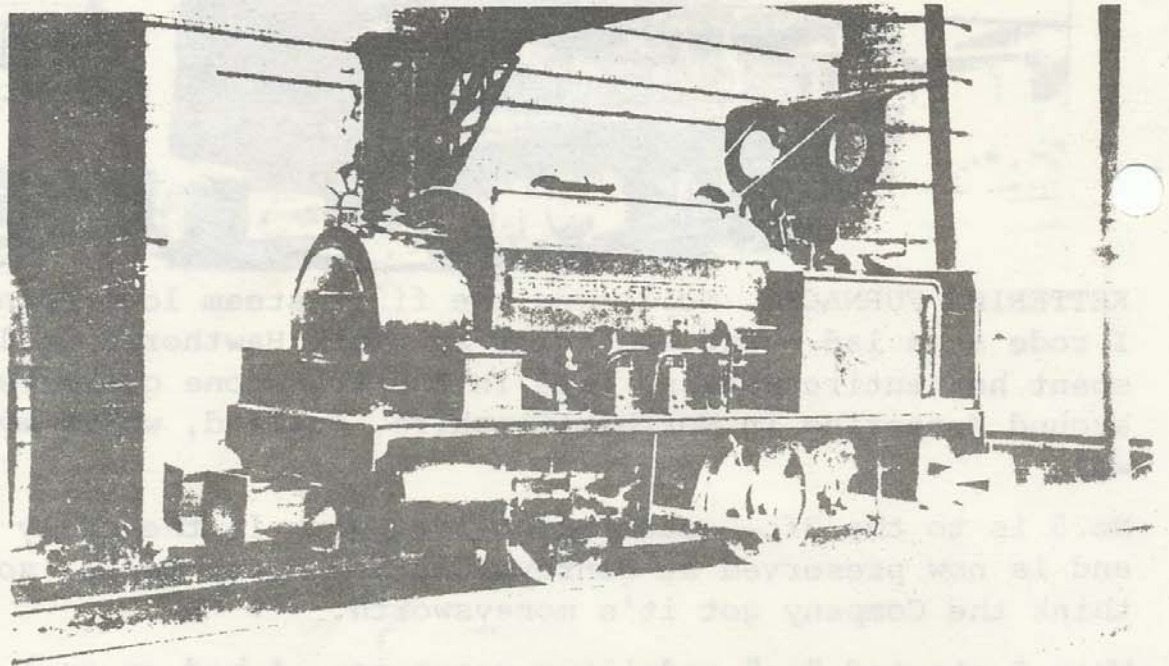
KETTERING FURNACES NO.3. was the first steam loco upon which I rode as a lad. She was built by Black Hawthorne in 1883 and spent her entire working life in the ironstone quarries around Kettering in Northamptonshire, England, where my home was.

No.3 is 3ft. gauge and ceased work in the early 1960's and is now preserved at Penrhyn Castle, North Wales, so I think the Company got it's moneysworth.

When I started "oo" modelling years ago, I had an urge to build a replica, but once I had tasted the excitement and thrill of live steam, I upgraded my thinking. However, I did nothing about it until I returned to England from Africa in 1968, at which time I learned of her whereabouts. By this time, "Rob & Roy" had been completed and "Jubilee" was committed, both in 3½" gauge.

"JUBILEE" dragged somewhat due to my last year and half in U. and first year here, being virtually non productive and having realised the limitations of 3½", I battled the question of gauge and decided that 7½" could probably manage the weight. Another decision reached was to tool up as far as possible to last the rest of my probable modelling life, and to this end undertook a machine tool production exercise, making the Quorn the Dore Westbury mill, 2 rotary tables, numerous bits and pieces and modifying my old w.w.i horizontal mill. Finally, due to family reasons, I moved from the 9ft x 12ft spare bedroom to a 20ft x 16ft shed. Concurrently, I had been making what I fondly regard as drawings, although sketch would probably be more accurate.

During my residence in the U.K. I visited No.3 in Wales, took several photos and made numerous sketches. The photos survived the move here, but not the drawings, so I wrote to the Curator of the Museum and received enthusiastic support. Wing Commander Panton and his engineer, Mr. Fowerth Jones, went to a great deal of trouble to have further photos taken and to make pencil drawings of many items and these have been of immense importance.



Whilst still in Africa I had corresponded with the author of "Ironstone Railways and Tramways of the Midlands", Mr. E. Tonks, and he put me in touch with a gentleman who was able to supply more photographs and a set of elevations. Finally at Xmas, I decided to start. I had had some luck in that after working out the valve events, etc. and just prior to doing detailed drawings, Martin Evan's loco "Holmside" appeared in the ME, and I spotted that the front coupled and driving axle wheelbase were almost identical to that of my 4 wheeled saddle tank. Not only that, but the cylinders were compatible and my parts and his were virtually identical. So, being the coward I am I decided to plagiarise these items and now acknowledge this.

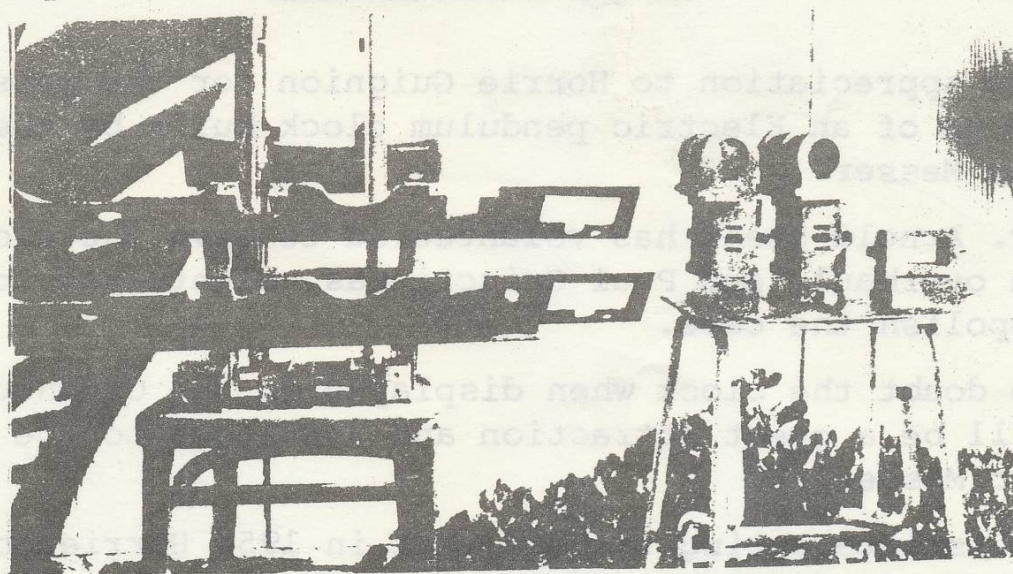
Also a friendly pattern maker produced Cylinder, steam chest and wheel patterns for a dozen beer and these are available for loan, although the wheels are solid type and not at all like "Holmside".

Reproduced, hopefully, is a photo of the engine at work, the elevations (which are copyright - unfortunately I cannot for the life of me remember the chap's name) and a photo of progress to date.

Apart from sentimental reasons, which to me are sufficient, you may wonder why a short wheel base four wheeled engine ? You are undoubtedly correct in pointing out that lateral oscillations will be severe and tractive effort and steaming inferior. You are right, but my wish apart from sentiment is to have a machine I can HANDLE.

A simple hoist will lift the machine on to the bench upon which I intend to build a length of track with a Turntable arrangement and a cantilevered portion so that I am enabled to work upon either side and underneath.

Stemming from my previous "Watchmaking" experience, the smokebox will be split and various sub-assemblies easily removable. No more lifting tanks and boiler to get at the axle pump.



For rather complex reasons I am building two identical engines simultaneously so progress is rather slow. To-date I have frames erected, cylinders machined and steam chests partly so. The boiler strictly to AMBSE will be 6" dia., Holmside tubing but rather a small grate area. I am hoping the firebox volume will partly rectify this. No axle pump has yet been decided upon, I am considering a Weir type feed pump under the rear footplates as I have ample room, and two injectors with a bilge type pump on the riding truck which I propose will carry water and be braked.

If the photos of the engine reproduce well enough one or two curious points will be noticed. There is no coal bunker, coal was carried over the sand containers alongside the boiler and inside the dumb buffer castings. The extremely well air-conditioned footplate will be apparent as will the time saving combined dome and steam turret. A spark arrester was mandatory in summer and a large kettle had a permanent home on the footplate. Going into the quarries so did a box of detonators, invariably delivered with a goal winning kick to Trackside.

The odd shaped things on the running board are lubricators, so perhaps my choice is not so illogical after all when you look at the advantages.

No speed machine, but like the phototype a simple, sturdy lady with dignity and elegance.

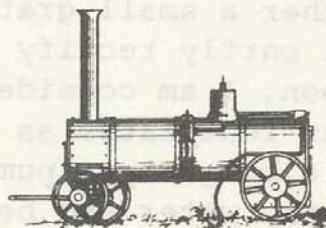
OUR THANKS

Our appreciation to Horrie Guignon for the passing on to us of an Electric pendulum clock built by the late Vic Messer.

Mr. Arnold Stead has volunteered to give the clock an overhaul, and Paul Griscti has volunteered to repolish the case.

No doubt the clock when displayed in the Clubhouse will be a great attraction and a tribute to the late Vic Messer.

It is interesting to note that in 1958 Horrie donated to the Society the clock now on the Western wall of the Clubhouse.

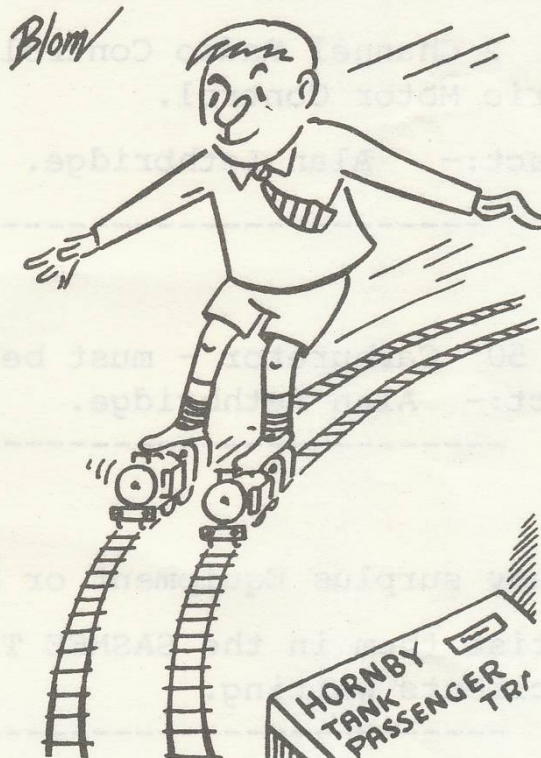


TIT BITS

The informal meetings held on the 4th Tuesdays of the Month continue to be of education and interest to those attending.

A regular attender is Prof. Symon who continues to instruct and advise us on the numerous subjects that are discussed. Prof. Symon would undoubtedly rank among the great, a truly outstanding character in every aspect.

He has given us 2 good recipe's which will be outlined in the next Bulletin, one being the sharpening of Files with Sulphuric Acid, the other being a Mutton Oil preparation as a cutting lubricant and rust preventor.



Howard Bateup reports progress on his 5" freeland Diesel hunter.

It is to be powered by a Honda 50 engine and believed to be similar in appearance to the loco built by Wally Brownlow. Howard is living up to his renowned creative brilliance in designing this loco. He plans to have a similar drive to that of John Beal's loco, although he plans a 2 to 1 drive gearing. The loco will be built as heavy as possible. Consideration is being given to converting the Honda 50 to use Propane gas instead of motor spirit. If any members can offer advice as to the conversion and use of Propane in this Loco, Howard would be most grateful.

THE SASMEE TRADER

FOR SALE:

"C" Model Hercus Lathe on Stand

3 and 4 Jaw chucks. Excellent condition

Contact:- Owen Thomas 2765318.

FOR SALE:

SANWA 2 Channel Radio Control with
Electric Motor Control.

Contact:- Alan Lethbridge.

WANTED:

HONDA 50 Carburetor - must be in good condition.

Contact:- Alan Lethbridge.

WANTED:

Have any surplus Equipment or Models ?

Advertise them in the SASMEE TRADER Column.

Many clients waiting.

WANTED:

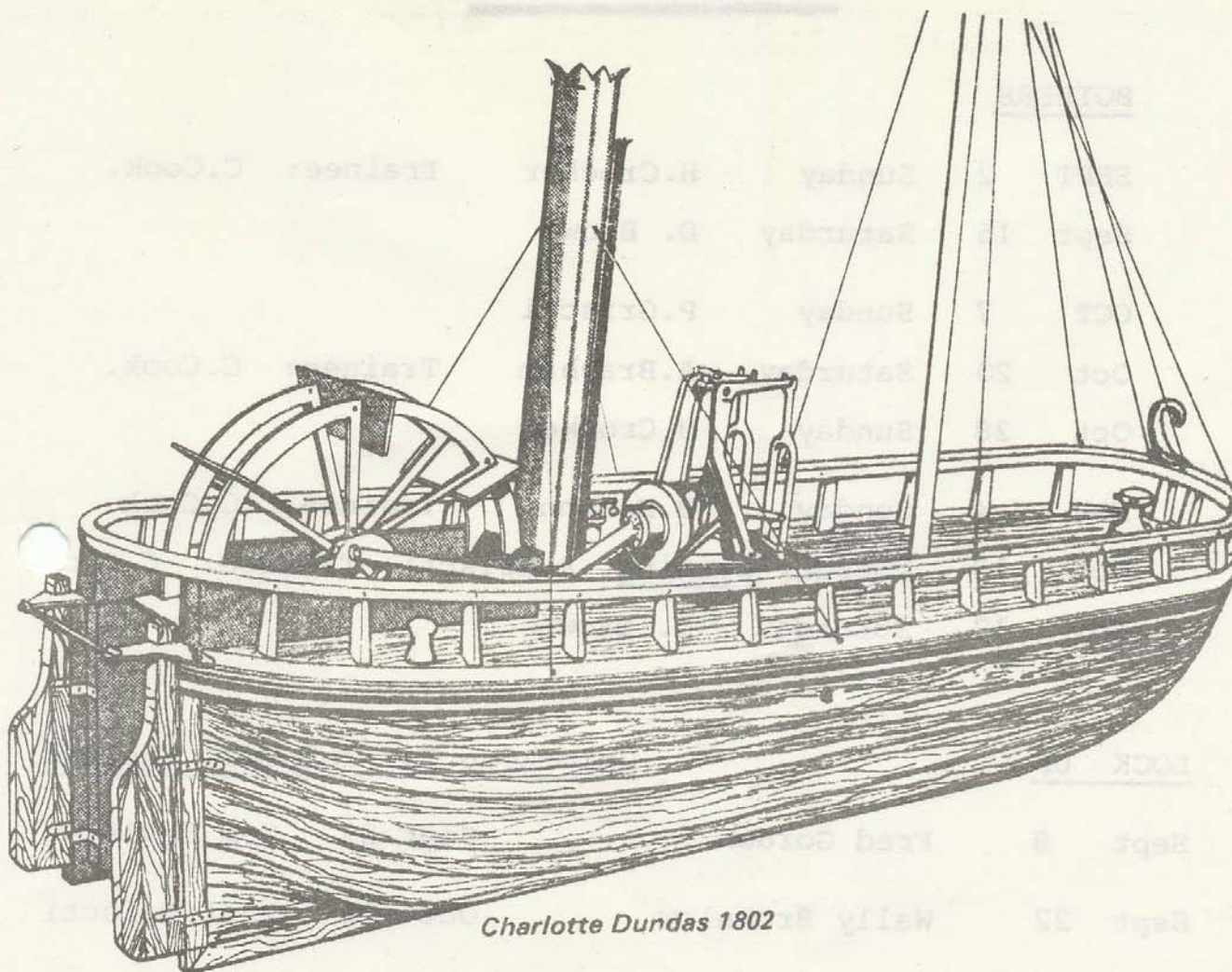
A 5" Gauge Loco - must be in good working
condition.

Contact:- Clarrie Burden

AVAILABLE FOR LOAN:

Colin Bamford has available Patterns for the
HOLMSIDE CYLINDER and STEAM CHESTS.
(Refer to Item in Bulletin)

Colin can be contacted during working hours only,
at 470211.



Charlotte Dundas 1802

The first practical "Steam Boat" is said to have been the Charlotte Dundas.

The Charlotte Dundas was built by a Scot in 1801 for Lord Dundas, a wealthy Landowner who named the Steam Boat after his Wife.

The Charlotte Dundas was designed to replace horses which towed barges on the Forth and Clyde Canal. Unfortunately the owners of the canal were worried that the wash from the paddle wheel would damage the sides of the Canal, and refused to allow her to be used regularly. It was not until 1812 that the screw propellor came into being, so till then the paddle was supreme.

Rosters

BOILERS

SEPT	2	Sunday	H.Crocker	Trainee: C.Cook.
Sept	15	Saturday	D. Brown	
OCT	7	Sunday	P.Griscti	
Oct	20	Saturday	A.Brabham	Trainee: C.Cook.
Oct	28	Sunday	H.Crocker	
NOV	4	Sunday	B.Homann	Trainee: C.Cook
Nov	13	Tuesday <u>evening</u>	P.Griscti	Trainee: C.Coc.
Nov	17	Saturday	D. Brown	

LOCK UP

Unlocking For Informal Meeting

Sept	8	Fred Gordon	Sept 25	Tom Fowler
Sept	22	Wally Brownlow	Oct 23	Paul Griscti
Sept	29	Howard Bateup	Nov 27	Jack Davey
Oct	13	Alan Brabham		
Nov	10	Phil Waugh		
Nov	24	Ian Clark		

WANTED:

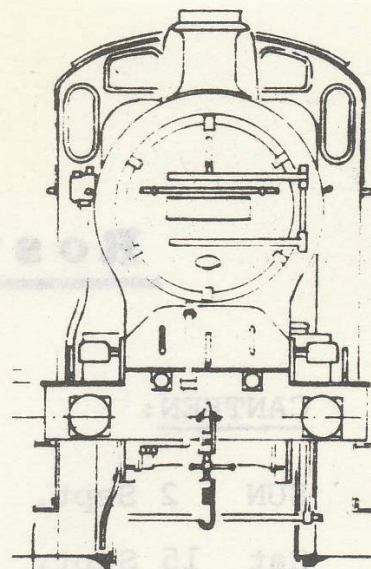
To borrow or buy a taper turning attachment for a Myford Super 7. Contact Bryan Homann.

DRAWINGS for a 2½" Gauge Pacific Locomotive.

Contact - Peter Denholm.

Rosters

LOCOMOTIVES



SUN 2 SEPT

SAT 15 SEPT

H. Bateup

R. Skewes

P. Waugh

R. Smyth

J. Beal

R. Smith

I. Clark

I. Clark

SUN 7 OCT

SAT 20 OCT

H. Bateup

B. Homann

P. Waugh

H. Bateup

J. Beal

P. Waugh

I. Clark

SUN 28 OCT

Charity Day

J. Barkes

P. Waugh

H. Bateup

J. Beal

SUN 4 NOV

SAT 17 NOV

I. Clark

R. Smyth

H. Bateup

R. Skewes

K. Besley

H. Bateup

P. Waugh

I. Clark

PLEASE NOTE that this roster does not preclude anyone from running on a field day. The roster is just to ensure a minimum of locos.



Rosters



CANTEEN:

SUN 2 Sept. J. Carside and J.C. Newland

Sat 15 Sept. L.A. Hope and J.A. James

SUN 7 Oct. S.R. Bloyd and J.R. Gordon

Sat 20 Oct. T.W. England and J.S. Baker

SUN 4 Nov J.H. Davey and W. Bradford

Sat 17 Nov T.F. Lee and A.G. Matthews

Sat 15 Dec B. Niesche and W. Coles

JAN 1980.

SAT 19 Dec G. Templeman and J.E. Davies

SUN 3 Feb. A. Christopherson and P. Denholm

Sat 16 Feb A. Brabham and T. Fowler

PLEASE NOTE That you will need to bring a carton or bottle of milk for tea and coffee making. Please arrive by 1.45pm to get the water boiling and the shop ready for business.

If those rostered above are unable to fulfil their commitment, could they please arrange a substitute to be in attendance. If this is not possible, please contact the Secretary.

It is imperative that the Canteen on Public Field Days is fully staffed.

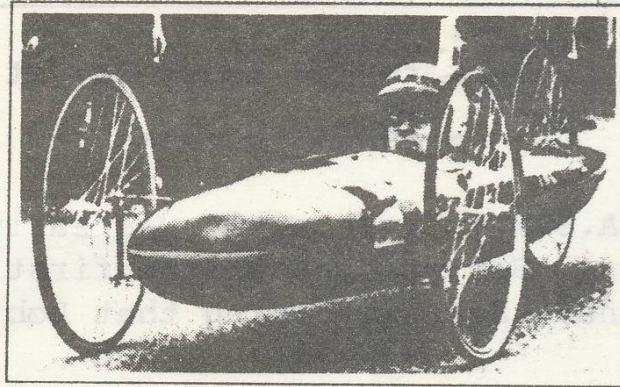
1721 Miles per Gallon ?

A recent article in an overseas publication highlight the extraordinary feat of obtaining from a 3 wheeled vehicle 1721 MPG.

Dutch Engineers have built this cigar shaped, single seater 3 wheeler out of plastics, weighs 130 lbs and powered by a 50 cc engine.

Maintaining on test conditions an average speed of 9.3 MPH. This highly tuned vehicle became the World's most economical petrol fueled vehicle.

We could ensure that 1721 miles were done with a US Gallon, making the feat on the IMP Gallon much greater, in fact 2067 Miles.



SHOW OF WORK

We have decided to suspend all normal business on this night in November. It will be daylight saving time and the intention is to make this the biggest best show of work ever. The stationary boiler will be in steam to show off our full size engines, and loco types are encouraged to take to the track with Locos, and the Shipping magnates to launch the Fleet on the Pond. If you are making something, or anything bring it along, finished or unfinished. If everyone brought at least one item, the evening would be an enormous success.

WANTED:

Has anyone a disused carport?
Believe the boat pond boys would like some shelter from the elements, specifically the summer sun.

CHIT CHAT



APPRECIATION: Our thanks to Mrs. Small for the numerous books and magazines she has passed on to our Society.

PLAY DAY:- TUESDAY 1ST JANUARY, 1980

Celebrate New Years Day at SASMEE

Seen at S.A.S.M.E.E. recently was early member Mr. Bob Jackson. Bob was one of the first members to build a Hydroplane. Here is hoping that Bob will join up with us again.

It was great to see Tom England back again at S.A.S.M.E.E. after his recent operation. He reports as being in A.1 condition. Tom recently gave his 7¼" Britannia tender a trial run on the new section of the 7¼" track.

Progress with the 7¼" Britannia continues with the tender now being the last portion to be completed. Possibly by the end of this year we will see the completed Britannia in steam at S.A.S.M.E.E.

It has taken Tom about 5 years to complete the Britannia, his 3rd loco to be built; Tom started off with a 2½" freelance Pacific, then a fine 3½" Britannia.

A few statistics of the 7¼" Britannia -
2743mm long or 9ft.
230 kgs. or 500 lbs. approx. in weight.



Bert Frances reports good progress with his 7 $\frac{1}{4}$ " based on the Rob Roy.

Frames, wheels, axles, cab have been completed, and the motion is now starting to take shape.

A 6" Copper boiler is planned. Bert hopes to have the 7 $\frac{1}{4}$ " finished just after Xmas.

Alan Saunders and Norm Kernich have commenced building a trawler recently featured in Model Boats. Called the "Boston Blenheim" this stern trawler is of $\frac{1}{4}$ " to 1ft. scale, being 37" long with a beam of 8". Powered by 12 volts and a single screw, and controlled radio, will no doubt be a fine exhibit on the boat pon

Noted with interest and envy in the 20th April Smoke Rings of the M.E. the generous invitation to 5" gauge owners to attend the 1979 Japanese International Miniature Steam Locomotive Festival.

The organisers will pay for round trip air fare from Britain to Tokyo, all expenses for travelling in Japan board and lodging, sightseeing trips, transport costs for models and insurance to Ster. £3,500.

The basic condition applying was that you would be required to drive your loco at the exhibition for 4 hr per day in first couple of weeks during the 4 week exhibition period, further you had to be under 60 years of age.

What an offer?

Observed in the "Steamhouse" during a recent Public Field Day was Phil Waugh's 621 having its static bapti of steam. It's a beautiful loco Phil, and certainly attracted the public's attention on this occasion.

Wait till it's running on the track?

PATRON

Mr. A.G. Flint, Executive Chairman, STA,
and Commissioner, ANR.

VICE PATRONS

Mr. A.W.C. Crossman, Late SAR
Mr. W.D. Saunders, CME, ANR
Mr. C. Schaumloffel, Manager, Loco Workshops,
Islington
Mr. G. Nicolson, Tregalana, Whyalla
Mr. H.H. Salisbury

PRESIDENT

P. Griscti

VICE PRESIDENTS

I. Clark, J. Davey

SECRETARY

B. Homann

MINUTE SECRETARY

F. Gordon

TREASURER

B. Holdsworth

ASSISTANT TREASURER

W. BROWNLOW

COMMITTEE

H. Bateup, A. Brabham

P. Waugh, T. Fowler

GROUND LEVEL TRACK

A. Brabham, H. Bateup, A. Ide, I. Clark, R. Bloyd, T. England,
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